

HONGKONG AVERAGE MARKET

PRICES.

BUTCHER MEAT.

FRUITS

VEGETABLES, &c.

FISH.

W. LOREN ROWLAND

Buildings.

Formal reforms must take place before spiritual progress can be expected to be made.

The REGISTER or SHARES of the Corporation will be CLOSED from MONDAY, the 8th August, to SATURDAY, the 20th August, 1910 (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Acting Chief Manager.

Hongkong, 1st August, 1910. (130)

Hongkong, 17th January, 1910. (11)

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

Intimation.



A. S. WATSON & CO.,
LIMITED.

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WINE AND SPIRIT MERCHANTS.

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VERY OLD LIQUEUR

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A Blend of the Finest Pure Malt
Whiskies distilled in Scotland

GENUINE AGE

FINE MELLOW
FLAVOUR.

Robert Porter & Co.'s

BULL DOG
BRAND

GUINNESS' STOUT
in PINTS and SPLITS.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 7th July 1910.

DEATHS.

On August 3, 1910, at Shanghai, to Mr. and Mrs. Mulvey, a son.

On August 3, 1910, at Shanghai, the wife of Hugh B. Cochran, Laver Yancy Pitt, of a son (William Cochran).

On August 3, 1910, at Shanghai, to Mr. and Mrs. G. Murray-Kidd, a daughter.

DEATHS.

On August 3, 1910, Edmund Bellinger Skotow, late of the Chartered Bank of India, Australia and China (by telegram).

On August 4, 1910, at Shanghai, Ernst Werel Albrecht, the beloved son of Mr. and Mrs. O. Struckmeyer, aged 10 months.

On August 4, 1910, at Shanghai, Ernst Werel Albrecht, the beloved son of Mr. and Mrs. O. Struckmeyer, aged 10 months.

HONGKONG, TUESDAY, AUGUST 9, 1910.

PEACE OR WAR EAST OF
HAIKAI

We have to acknowledge receipt from Messrs. Kelly and Walsh's press in Yokohama of a new book, bearing the above title, from the pen of Mr. E. J. Harrison. Unlike many authors who write books on Far Eastern things, Mr. Harrison is thoroughly conversant with his subject, and well-informed in the matters upon which he dwells. He has had many years' experience as a journalist in the East and is correspondent of one of the foremost newspapers in the United States, so that he has had exceptional opportunities of studying Eastern questions on the spot. The value of his book, too, is enhanced by carefully compiled indices and appendices and by profuse photographic illustrations excellently executed. In his preface, he declared that the volume represents an attempt to elucidate the more recent phases of the Far Eastern problem as they affect, more particularly, Japan, Russia and China. In political controversy, it is difficult to attain to absolute impartiality, yet our author appears to have achieved it in a very remarkable degree. He does not share the view of many publicists in the sinister and warlike preparations of Japan for an epic effort to win the hegemony of East Asia. The fact, he says, that the scoundrel in Russia are convinced that Russia is Japan's prospective foe, and that the same gentry in America are equally certain that for Russia we should read the United States, should be sufficient to demonstrate the unstable foundation upon which all such sweeping conclusions must necessarily rest. In any event, it seems unfair to censure Japan for faithfully following the example of every other first class Power in the world today. If in this respect her position

religions may impress political purists as incompatible with the higher ethics and the behests of the categorical imperative, she is at any rate sinning in good company. For the rest, her statesmen have left no stone unturned to prove that their aims are essentially defensive, not offensive; nor will any unprejudiced on-looker blame Japan for declining to commit her destinies on the mainland to the efficacy of sweet reasonableness, in preference to more lethal arguments. So far, it is to be noted that no single Power has had the temerity to accuse Japan of failure to live up to the principle of the open-door and equal opportunity in Manchuria; add, this being the case, it is unreasonable to expect the Government of the country to be forever controverting what from its point of view can only be characterized as the conscious or unconscious misrepresentations of private individuals. As a national partisan one may do everything in one's power to retard Japanese progress on the continent, but as a cosmopolitan with no axe to grind, Mr. Harrison is of opinion that it must perforce be admitted that the sum-total of Japanese foreign policy is perfectly normal, and judged by international standards, set by the Powers long before Japan won a place for herself in their company, perfectly legitimate. As an admirer of both Japan and Russia, the author rejoices over the rapprochement which has set in between the two erstwhile foes and says that the evolution of a more enduring and specific compact in the near future would appeal to him as a very natural consummation in view of the identity of their interests on the mainland. Such a compact as that denoted by the author has already become an accomplished fact; and from the full text of this new Russo-Japanese agreement which has been published to the world, we have learned sufficient concerning it to know that it has been drawn up on broad and safe lines so far as the two high contracting parties' interests are involved. To convey some idea of the extensive field covered by Mr. Harrison's book, one need only glance through the headings of some of the chapters: "The taking of East Siberia," "The Manchurian 'adventure' and after," "On the Amur River and beyond," "Vladivostok and protection," "Russia in North Manchuria," "Russian rights in the railway zone," "The Yellow Peril from a Russian standpoint," "Japan in South Manchuria," "The American advent and the Powers," "Japan in Korea," "Japan at Home." The volume is not only of high value for the well-arranged information it contains, but also it is written in a pleasantly discursive style that will be found most acceptable by the general reader both in China and elsewhere. One of the most interesting chapters is devoted to a discussion of the U.S.A. proposals recently made by Secretary Knox for neutralization of the Manchurian railways. Mr. Knox expressed the belief at that time that one of the most important steps to perpetuate the open-door policy, to secure to China the enjoyment of all political rights in Manchuria and to promote the normal development of the Eastern provinces, was to take the Manchurian railways out of Eastern politics and to place them under an economic and impartial administration by vesting in China herself the ownership of the railway. Such a policy, the U.S. Secretary declared, would require the co-operation not of China only, but of Russia and Japan as well. It is now a matter of history that America's proposal was at once rejected by Japan and Russia, the two countries most interested in that section of the mainland. Mr. Harrison sympathizes with Japan in her action. "The question," he says, "is now: Will the United States remain content to accept 'no' for an answer, or will the famous Knox proposal, after a brief sojourn on the astral plane, enjoy future reincarnation?" Of one thing at least we may be certain, viz., that war, or no war it is idle to dream of peace in the Far East.

LOCAL AND GENERAL.

A CHINESE cook was bound over in the sum of \$5 at the Magistracy this morning for using abusive language.

MR. TSI Hsu's son Admiral Sah have been ordered to attend the manoeuvres of the United States Fleet on September 1.

CAPT. Krebs, the Superintendent of the Norddeutscher Lloyd for the East, is now in Hongkong, on a visit, chiefly in connection with the grounding of the s.s. *Dagmar*.

SIR W. G. ARMISTEAD, Whitworth & Co. (Elswick) will receive a contract for a training cruiser for China similar to that contracted for by Messrs. Vickers, Sons and Maxim.

MISS Ruby Holstelo, of No. 33, Wyndham Street, has reported to the Police the loss of silver-ware and other articles valued at \$369 between the hours of 8.30 and 11.30 last night.

FOUR masters of steam-launches were fined \$5 each in the Police Court this morning for making fast to the s.s. *Laiyang* while the vessel was under way. Thirteen others appeared on the same charge but were discharged with a caution.

ON Sunday last, a native broke into a show-case and stole a large quantity of clocks and time-pieces valued at \$150. The alleged culprit appeared at the Magistracy this morning and was committed for trial. The case against the receiver of the stolen articles was remanded.

A SUPPLEMENTARY estimate shows that the late King's funeral cost £40,550.

CASES of cholera have broken out at Koh-si-chang recently and some deaths have occurred. Fever at the present time is very prevalent among the inhabitants of both the Eastern and Western coast-lines.

THE coxswain of the Hongkong Hotel steam-launch was charged before Mr. E. R. Hallifax at the Magistracy this morning with making fast his steam-launch to the s.s. *Empire* while the vessel was under way. The case was adjourned.

VICEROY CHANG Jao-chia has telegraphed to the Ministry of Finance, proposing in view of the financial stringency in Shanghai to issue some transferable bonds. The Ministry disapproves the idea for fear lest it may give rise to abuses.

In the House of Commons on 21st June, Mr. McKenna stated, in reply to Mr. Burgoyne, that the thirty-seven submarines in commission in the Royal Navy had all been fitted with airlocks and helmets, sufficient in number for the whole of the crew.

THERE is not only a dearth of timber and saw for building and other purposes at present but prices are double what they were a short time back. Can any one throw any light on this shortage and increase in prices, asks the *Perak Pioneer*.

ON Saturday, the 6th inst., R. W. McCabe won the Shanghai 100 Yards Swimming Championship in 71 seconds, with E. Prince a close second. N. H. Alves secured third place. This took place in the International Swimming Bath in the Northern Settlement.

ONE of the most serious Alpine tragedies of the last ten years, occurred on July 8, a party of climbers, guides, and porters being swept away near Grindelwald by a sudden avalanche. Two visitors from Germany and a guide were killed instantly, and four of the remaining guides died soon afterwards.

RETURN of visitors to the City Hall Library and Museum for the week ending the 7th August, 1910:

Library Museum	
Non-Chinese	339 114
Chinese	156 1,877
Total	495 1,991

A CHINESE telegram says that the British Minister in Peking recently complained to the Chinese Government of the laxity of the opium prohibition in China and the Waiwupu replied that opium had decreased by seven-eighths in the interior. The Minister demanded to be shown proofs, which the Waiwupu was unable to supply.

THE hopes entertained of a speedy improvement in the financial situation at Shanghai received a setback last week with the report of the failure of a prominent Chinese firm, *Sheng*. It would seem as if the community must recede itself in the prospect of severe financial stringency extending over several months.

THE *Danloah Daily Mail* says:—It is understood in shipping circles that the British s.s. *Yaching* which was chartered by the Chinese Siam Steam Navigation Co., only for a short period, will in another trip complete her charter and will be taken off the run. Unlike the other vessels of the Company she is used in the cargo trade and only a very few passengers come and go by her. This ship is spoken of as one of the best in the harbour.

THE *Satien Opinion* says that two competitors are in the running for the French Far East mail services under the new contract which begins from July 27, 1912. The Messageries Maritimes have tendered for renewal of their existing contract under revised conditions. Three French shipping companies at Marseilles have syndicated with another company to send in rival tenders. The syndicate will be content with lower subsidies and offers the Government a share in the profits.

BEFORE the Chief Justice, Sir Francis Piggott, in the Supreme Court this morning, the case was resumed in which Tang Wong Shi, a married woman, sued Lai Chi Chiu and the Cheong Hing Steamship Company to recover the sum of \$5,556, amount alleged to be due under promissory notes. Mr. Edwin Potter instructed by Mr. P. W. Goldring, of Messrs. Gidson, Barlow and Marshall, appeared for the plaintiff, and Mr. M. W. Slide, K. C., instructed by Mr. W. B. Hild, of Messrs. Britton and Co., represented the defendant. After further evidence the case was adjourned.

HONGKONG WATER POLO
SHIELD COMPETITION.

FINAL.

The final of the above shield competition was played off yesterday afternoon in the V. R. G. bath between the Victoria Recreation Club and the V.R.G. Company, Royal Garrison Artillery. The attendance of spectators was a large one and once again they had the opportunity of seeing the "Old Club" winning the Shield.

The first half play was practically a one-sided one, with the V.R.G. playing strong. L. E. Lammet opened the scoring for the Club and was followed by H. A. Lammet scoring two goals in succession. After this the Guardians tried to improve their position but without success and the whistle sounded for half time with the score standing:

V. R. G. 3; R. G. A. 0.

A better game was witnessed in the second half with the Guardians pressing strong; they gave the Club no chance for scoring. This lasted till the end of the game with no further points added. The club won by 3 goals to nil. The R. G. A. played a good game and with more practice and coaching a good team could be put up by them.

HONGKONG CANTON & MACAO
STEAMBOAT CO., LTD.

HALF-YEARLY MEETING

The eighty-eighth ordinary half-yearly meeting of shareholders in the Hongkong, Canton and Macao Steamboat Co., Ltd., was held at the office of the company, Ho of Mansions, at noon to-day, for the purpose of receiving a report of the directors, together with a statement of accounts, declaring a dividend and confirming the appointment of directors and electing directors and auditors. Mr. R. S. W. (Chairman of directors) presided. There were also present:—Messrs. H. A. Siebs, J. W. Bando, F. A. Gomes, F. H. Armstrong, C. H. Ross, F. Lieb (directors); J. M. E. Machado, A. H. M. da Silva, A. Turner, E. A. Stanton, Chao Siu-ki, K. von Wiser, M. S. Northcote, A. O'D. Gourd, A. Denison, T. F. Hough, Fernandez, D. D. G. 21st, and John Arnold (acting secretary). The Acting Secretary having read the notice of the meeting.

The Chairman said:—Gentlemen,—I presume that, in accordance with the accepted practice, the report and accounts will be taken as read. The present position of the Company is so clearly set forth therein that it is unnecessary for me to detain you with many remarks. Like most other local enterprises this Company has suffered from the general dullness of trade; in addition we have had increased competition to contend with on all the lines occupied by our steamers during the period under review. I am glad to be able to state that after prolonged negotiations an arrangement was come to at the end of June with the Chinese and foreign-owned steamers running between Hongkong and Canton. Since the formation of this agreement our earnings on this line have shown a marked improvement, and it has worked beneficially for all parties. In view of this heavy annual outlay for repairs to the boilers of the s.s. *Hongkong* your Directors, acting on the advice of experts, have deemed it prudent to replace the present boilers with others of improved and more modern type. Tenders having been invited the order for the construction of the boilers was placed with the Hongkong and Whampoa Dock Company. The cost of these boilers about \$10,000 will appear in the next half-year's working account. The Company's investments, I am pleased to say, are in a satisfactory condition. "All our mortgages with one exception, which we are, however, about to foreclose, show ample margins on the respective loans. As customary the properties mortgaged to the Company have been surveyed and re-valued by Messrs. Palmer and Turner. Funds in Public Companies, as usual, have been adjusted in accordance with the quotations current on 30th June, by the transfer of \$14,780.50 from Investment Fluctuation Account. The loss by subsidiary silver during the past six months' working amounted to \$18,112.18. I may say the current half year has opened encouragingly and I trust when we meet again we shall be able to show an improvement on the result of the past six months' working. I do not think there is anything more which calls for explanation, so unless there are any questions to be answered I will propose the adoption of the Report and Accounts as presented.

There being no questions the Chairman moved the adoption of the report and accounts.

Mr. A. H. M. da Silva.—Mr. Chairman, Before seconding the adoption of the report and accounts, I beg leave to say a few words. I am almost sure that the shareholders of this Company are quite pleased with the result of the half-year's account, and that, in spite of the bad time and depressed state of trade, the Directors were able to present such a satisfactory report. I believe the Company has never been in so prosperous and sound a position, which is a credit to the Directors. I therefore wish to congratulate and thank them, also the acting secretary and the staff in general for the co-operation they have given in the interests of the shareholders. I wish also to show our appreciation of the services rendered by the Acting Secretary, Mr. Arnold, who has also contributed very much towards the welfare of the Company. With these few remarks, I have much pleasure in seconding the adoption of the report and accounts as presented.

The motion was carried unanimously.

Mr. A. Turner moved the confirmation of the appointment of Messrs. F. H. Armstrong and C. H. Ross as directors.

Mr. A. O'D. Gourd seconded.

Agreed.

The re-election of Messrs. H. A. Siebs and J. W. Bando to the Board was agreed to on the motion of Mr. Stanton seconded by Mr. Northcote.

Mr. Chiu Siu-ki moved and Mr. Machado seconded that Messrs. A. O'D. Gourd and W. Hutton Potts be re-elected auditors.

Carried unanimously.

The Chairman.—That concludes the business of the meeting, Gentlemen. Dividend warrants are now ready and may be obtained upon application. Thank you for your attendance.

AN OPIUM CONFERENCE.

THE UNITED STATES' PROPOSALS.

Peking, Aug. 5.

In reply to inquiries from the United States as to whether China would be prepared for an opium conference at The Hague in September, China has answered that she would not be ready before November.

The United States' draft proposals consist of fourteen articles. They include, uniformly for the control of the distribution of opium and its derivatives; reciprocal right of searching vessels suspected of carrying contraband; prohibition of the poppy in countries which do not at present produce it; prevention of export to countries desiring to enforce prohibition; compulsory notification of ships to foreign ports of the pharmacopoeia laws to foreigners in China; uniform penalties for all offences.

M. C. D. Wilson.

PEKINGHSE COLLOQUIAL.

A NEW POCKET DICTIONARY BY SIR
WALTER C. HILLIER.

Sir Walter Calves Hillier, K.C.M.G., C.B., late Financial Adviser to the Chinese Government, left Peking for Home on the 24th ultimo, but before departing from the scene of his labours he left behind a very efficacious memorial in the shape of an English-Chinese Pocket Dictionary in the Peking Colloquial, a copy of which we have to acknowledge receipt of from the American Presbyterian Mission Press of Shanghai. Before leaving the Capital, Sir Walter Hillier was entertained to a banquet by the officials of the Waiwupu, the duties of chairman being assumed by H.E. Tsou Chia Lai, Acting President of the Board. As showing the esteem in which his services to the Imperial Government were held, it may be mentioned that prior to his leave he was decorated with the Star, and Cross, 1st Division, Double Dragon. From the nature of his training and matured work in the Far East, no man could be more qualified to compile a volume of the nature of this now under review. Sir Walter Hillier was BORN IN HONGKONG in 1849 and came of Consular stock. After being educated in England, he came out to China again as a student interpreter in 1867; was Assistant Chinese Secretary at Peking from 1885 till 1889; Consul-General in Korea from then till 1895. In 1900 he was Adviser to the Military Forces in China, and in 1904 he assumed the duties of Professor of Chinese at King's College London.

The new Dictionary will be found to be of great service by all students of Peking Colloquial. Although of a strictly "pocket" size, it contains within its covers over 700 pp. In his introduction, Sir Walter states that many of the tone marks attached to the phonetic rendering of the Chinese words in the volume differ from those assigned to them in the dictionaries. These apparent discrepancies are intentional, the tones being given as they are applied, or appear to the ear of the compiler to be applied by natives of Peking; and he points out that, unless the tones here given are adhered to, many of the expressions would be unintelligible to a Pekingese, thus affording an answer to the criticism that the value of the book, whatever it may be, is materially reduced by its strictly LOCAL CHARACTER.

No colloquial dictionary can be correct in tone or in idiom for more than a limited area. In Peking, for instance, only some 50 miles from Peking, expressions are in use which are not understood by natives of the Capital, whilst hundreds of words are pronounced not only differently but in a different tone to the same words in the metropolitan area, and the farther one goes from what may fairly be considered the centre of the "Mandarin" dialect, the more frequently will expressions be met with that are either not known to or employed by them in another sense. A dictionary of Mandarin Colloquial is an impossibility, but none the less there are so many expressions common to all speakers of the official dialect that the author is hopeful that the present work put before the public will be of some utility in all places in which that dialect is spoken in some form or another. There is, at least, to be said in favour of the Peking dialect—that it is probably intelligible over a wider area than any other form of Mandarin, and the speaker of Pekingese will command respectful attention wherever he goes, provided that he speaks correctly.

Sir Walter also gives instructions for guiding the student in acquiring the dialect and the tones. In the vocabulary there are more than 20,000 words and phrases given. Each page is arranged in three narrow columns,—the first giving the English, the second the romanized Chinese, and the third the Chinese character. The work of compiling this Dictionary must have been stupendous, and its author is to be congratulated on the successful accomplishment of his task. If there is one fault to be found with the book, it is certainly not in regard to its literary contents, but to the quality of the paper used by the printer; that leaves something to be desired.

Anglo-Chinese Pocket Dictionary of Peking Colloquial, by Sir Walter Hillier, K.C.M.G., C.B. Shanghai: American Presbyterian Mission Press.

SALE OF BRITISH STEAMERS.

ANTICIPATING NEW TARIFF.

The British steamer *Atas Crale*, which arrived at Levensham on July 17 from Singapore, has been sold through Messrs. A. Drewell & Co., to Mr. Inui, of Niogo, and is now known as the *Kanaka Maru No. 3*, says the *Kobe Herald*. Having been decked and surveyed she was transferred to the Japanese flag. This rush for the purchase of steamers is, of course, due to the new tariff which will go into force in July next year.

The *Japan Gazette* understands that the P. and O. steamer *Java* (3,631 tons), which arrived from London, via ports, on the 18th ult., has been sold to Mr. Harada, of Osaka, the transaction being effected through Messrs. Jardine, Matheson and Co., Ltd. The vessel will be transferred to the Japanese flag immediately.

NOTICE TO MARINERS.

The attention of shipmasters is called to a Harbour Notification which appears in the Shanghai papers in which notice is given that on or about the 16th instant the present buoy and light-buoys marking the fairway of the Astrak Channel will be replaced by incandescent gas-buoys showing occulting lights. The new arrangement should prove a great boon to shipping, for not only will the lights be far more powerful than the present, but, being occulting, will be more easily picked up than the present fixed lights. It is interesting to note that these buoys will be the first in Eastern waters to be fitted with incandescent burners.

SILK ROBBERY AT HONGKONG.

"MINNESOTA" CARGO MISSING.

When the *Minnesota* arrives at Seattle there will be a special express train waiting near the wharf to receive a consignment of raw silk, valued at \$7,500 gold, which is not on board, says the *Seattle Times* of 4th inst.

This valuable cargo was kept in a water and fire proof vault on board the ship, and was being shipped from Hongkong to New York. Its absence was not discovered until Wednesday afternoon. The vault is called the silk room, and in it are kept consignments of silk and cigars. When the ship was being loaded Wednesday a consignment of cigars was taken to the silk room for storage, and it was then discovered that the lock of the door had been broken and nine hales of silk stolen.

An investigation was made immediately, and both the customs officials and the agents of the vessel, Messrs. Macleod and Company, now believe that the theft did not occur here but at Hongkong, where the ship lay nine days. The customs secret service and the city secret service were put on the case, and a ter an investigation they have reached the same conclusion.

The *Minnesota*, while in port, had aboard one customs inspector and four guards at all times, and Colonel McCloy stated that he thought it impossible that the silk could have been taken off here, especially as no cargo was unloaded from the vessel at this port on its way to the United States.

He said also that even at night the utmost precaution against theft is maintained by the customs officials, who keep a fast launch, equipped with a searchlight, in operation all night, and intercept any moving thing after nightfall.

The agents of the vessel were positive that the theft did not occur here. Owing to the rapidity of the service furnished by the *Minnesota* and other vessels of the Great Northern Line, according to the agents, the company does an extensive business in carrying silk to the United States, and special express trains are kept in waiting for the arrival of vessels carrying this valuable cargo, which is immediately put aboard the train and shipped to its destination as quickly as possible, to minimize chances of its loss.

ANTI-AMERICAN BOYCOTT.

IMMIGRATION RULES TO BE MODIFIED IN MANY MINOR DETAILS FOR ORIENTALS.

In view of the recent resolution of the Self-Government Society at Canton to revive the anti-American boycott the following clipping from the San Francisco *Call* will be read with interest:—

The Chinese merchants have come off victorious against Immigration Commissioner Bart North in the preliminary skirmish at Washington yesterday, where he spent six weeks conferring with President Taft, cabinet officials and department heads regarding the mode of examining incoming Chinese.

All of the minor points and objections presented by the local Six companies were readily conceded Judge Quirk, while the two most important issues have been taken under advisement with every prospect of favourable consideration. The first of these is to have the identification of returning Chinese conducted in San Francisco instead of Angel Island, so that witnesses will not have to lose a whole day in attending. The second is to allow all Chinese to have an interpreter other than the official one when undergoing the cross examination.

It is understood that Taft intends taking the matter up at the cabinet meeting following the summer vacation.

The objection to fixing Chinese witnesses to cross the bay for the purpose of identifying Colocoe held at Maru island has been of long standing with the local Chinese. In this regard Judge Cook said:

"It is not that merchants are compelled to go to Angel Island as witnesses. No one can force them to do this; nor can any one properly expect a businessman to leave his office an entire day. However, if they fail to go when summoned the man in detention may be deported for lack of identification. This is manifestly unjust. It is also absurd for the government to expect bank officials to desert their offices and spend the day on the bay."

The local Chinese want the men brought to this city. This will expedite the work of the immigration board while bringing immeasurable benefit to the local Chinese interests.

The demand that a Chinese interpreter, acting in the interests of the Chinese, be present during the interrogation of immigrants and returning Chinese is one of equity and common justice. Incorrect interpretations have worked many wrongs in the past.

"Though I am not at liberty to say what passed between myself and the president, I will say the interview was very satisfactory."

LEAGUE PROTESTS.

Secretary A. Yoell of the Asiatic exclusion league sent the following telegram last evening to Commissioner Daniel J. Keefe of the United States Bureau of Immigration, Washington:

"Asiatic exclusion league requests investigation of continued escapes of aliens from Angel Island detention station. Last case was Taha Saie, a Chinese awaiting deportation. Also a number of Hindus escaped from the British ship *Ira* at Redondo."

The exclusion league will press the government to investigate the causes for these escapes and fix the official responsibility.

A GRAVE report has been made by Baron Nordenskjöld regarding the virtual slavery which prevails in certain rubber districts in South America. The Anti-Slavery Society has addressed to the Foreign Office a letter containing very serious allegations.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st August, 1910.

CITY AND HILL DISTRICT WATER-WORKS LEVEL.

	1909.	1910.
Tytam...	32' 4" below overflow	31' 11" below overflow
Tytambywash...	24' 5" below overflow	23' 11" below overflow
Tytam Intermediate...	1' 4" below overflow	3' 34" below overflow
Pokfulum...	0' 3" below overflow	4' 4" below overflow
Wong-nai-chung...	4' 4" below overflow	14' 11" below overflow

STORAGE GALLONS.

	1909.	1910.
Tytam	231,610,000	276,690,000
Tytambywash	878,000	158,000
Tytam Intermediate	188,116,000	177,785,000
Pokfulum	65,460,000	56,580,000
Wong-nai-chung	4,873,000	13,894,000

Total..... 5,127,000 525,618,000
Consumption of water in the City and Hill District during the month of July.

	1909.	1910.
Consumption	113,678,000	148,053,000 gallons
Estimated population	208,870	210,650

Consumption per head per day..... 19.1 21.6 gallons.
Intermittent supply by Rider mains in Rider main districts during July 1909. Intermittent supply by Rider mains in Rider main Districts up till the 11th July a constant supply to the end of the month, 1910.

KOWLOON WATER WORKS LEVEL.

	1909.	1910.
Kowloon	23' 2" below overflow	23' 5" below overflow
Gravitation Reservoir	overflow	overflow

Water level reduced for construction purposes in 1910.

STORAGE GALLONS.

	1909.	1910.
Kowloon Gravitation Reservoir	155,102,000	87,533,000 gallons

Consumption of water in Kowloon during the month of July:—

	1909.	1910.
Consumption	24,919,000	24,548,000 gallons
Estimated population	88,500	91,300

Consumption per head per day..... 9.0 8.5 gallons.
The Government Analyst reports that the water is of excellent quality.

W. CHATHAM,
Water Authority

P.M. & T.R. RELATIONS.

NEW STEAMERS WILL REPLACE "CHINA" AND "ASIA."

Clad in a grey tweed suit, wearing a Panama hat and smoking a cigar, Mr. N. P. Schwerin, President of the Pacific Mail Steamship Company, sat on the piazza of the Grand Hotel, Yokohama, conversing with Mr. B. C. Howard, the agent of the Company in Japan. As Mr. Schwerin was leaving the piazza a representative of the *Advertiser* stepped forward and desired a little information in respect to the alleged breach of contract of the Pacific Mail with the Toyo Kisen Kaisha.

Alleged breach of what? said Mr. Schwerin. There has been no breach of contract that I am aware of.

But the *San Francisco Chronicle* said—

You mean *San Francisco Call* interjected Mr. Schwerin. "That paper is always trying to get a rap at me. We are not friends, and they don't let an opportunity pass of hitting me in some way or the other. In fact, I do not take much notice of what they say one way or the other."

But surely you must have heard of the rumored combine between the Toyo Kisen Kaisha and the Western Pacific Company? Is there nothing in that?

Of course I have heard of it. These rumors have been flying for the past three years.

And you think there is a thing to them?

On the contrary. The arrangement between the Pacific Mail and the Toyo Kisen Kaisha was made in 1898 at the asking of the Japanese company. They wanted to get into San Francisco and they did not wait to fight for it, thus the arrangement was made.

But if the rumors relating to the Toyo Kisen Kaisha and the Western Pacific prove to be true will it not mean that there must be a split between your company and Toyo Kisen Kaisha?

I suppose it will, but our arrangement calls for sixty or ninety days' notice—I don't remember which—and that notice has not been given as yet.

Then these two steamers which it is reported you are building, what of them?

They are to take the place of the *China* and the *Asia*, both of which are too small for the trade.

What will become of these two boats then—the *China* and the *Asia*?

The *China* will in all probability go on to the run between Honolulu and the mainland. She has always been a most popular vessel, and the people at Honolulu have for a long time been clamouring for a direct service with San Francisco. You see, by very little alteration—by doing away with the Oriental stowage—it will be possible to make room for fifty or sixty more passengers on the *China* and by the use of old fuel she will be able to maintain an average speed of seventeen knots a hour. The boat is in excellent condition, her hull is just as good now as on the day she was launched.

Then as far as you know nothing definite has been decided upon either way?

I know just as much as you do, said Mr. Schwerin, and with that the interview ended.

Mr. Schwerin and Lady D'Aquila, and Miss D'Aquila have left London for the Continent and will not be back until the end of September, reports *T.M. & T.R.* of July 15.

CHINESE BANK FAILURE.

YUEN SHENG SUSPENDS PAYMENT.

The *Manila Times*, of 4th inst., is authority for stating that the Chinese bank known as the Yuen Sheng Bank, on Calle Anlogue, has suspended payments as a result of the collapse of the rubber boom in Shanghai, it is believed. The manager to-day at first denied that payments had been suspended, but when pressed stated that it was true that the bank had closed, but that a meeting would be held this afternoon at three o'clock by the board of directors when funds would be raised by local Chinese to reopen its doors.

This bank has for years done most of the business of the better class of Chinese merchants with the China coast, and when it became known this afternoon that the bank had suspended payments the Chinese flocked to the institution to find out what had become of their drafts, exchange, etc.

The bank is generally known in English as the Hongkong-Manila Yuen Sheng Exchange and Trading Company, Ltd., and its local manager is Yu Biao Sontua, a prominent and wealthy Chinese. The bank is capitalized at P1,000,000 of which half is paid up, P500,000 being subscribed locally. It does a general banking business after the Chinese system, as well as an insurance business.

Its main office in Shanghai is known to be in serious difficulty, but it is still trading. The manager of the local branch may possibly use his wealth to get the Manila bank out of its difficulties, and it is said that he will do so.

The Yuen Sheng Bank of Manila, which suspended payments two days ago owing, it is believed, to the collapse of the rubber boom in China, had not begun to resume payments up to two o'clock this afternoon. The directors held a meeting yesterday, but decided to do nothing pending mail advices from the main office of the bank in Shanghai. It was believed Thursday that Yu Biao Sontua, manager of the bank, would come to its rescue, drawing upon his own private wealth.

It is understood that the officials of the bank are in the dark as to the causes leading up to the present situation, especially since the main office in Shanghai is reported to be still meeting its obligations. Mail from China will be received to-day, and correspondence which the local bank has asked for may explain the situation and furnish a solution of the problem.

The immediate reason for closing the local branch was learned this morning. The Yuen Sheng bank is a mutual benefit association, and part of its business is to issue small drafts on China cities at a rate less than the usual banking rates. The bank is able to do this for the reason that in securing exchange on China it either buys telegraphic transfer or sends gold to cover drafts issued in Manila.

Tuesday last the bank made a remittance of P100,000 to the main office, to cover drafts already issued here. These drafts were disallowed at the main office, according to telegraphic information received here, and the buyers applied to the local bank for reimbursement. Payments were then suspended. What the directors here do not understand is why the main office can continue business and at the same time refuse to honour drafts of its Manila branch. To-day's mail may explain it, they believe, and they assert that the bank will re-open to-morrow.

SEARCH FOR OPIUM.

CHINESE CREW'S QUARTERS OVERHAULED.

An effort to fight the opium traffic to a finish, the treasury department has ordered the customs inspectors here to seize every scrap, to the smallest pill, of opium that they can find in the quarters of the Chinese crews of the oriental liners, reports the *S.F. Call* of 10th ult. The order was carried out for the first time yesterday on the Japanese liner *Chiyu Maru* and the Pacific Mail liner *Manchuria*, and it is doubtful if the comments of the Celestial victims could be translated into English that would be allowed to pass through the United States mails.

The majority of the Chinese employed on the trans-Pacific liners use opium. When the Chinese fireman comes up from the stokehole the first use he makes of his watch below is to roll and cook a pill or two and forget his troubles in a series of puppy dreams. Both the Pacific Mail company and the Toyo Kisen Kaisha provide opium dens for the use of their Asiatic crews and Celestial passengers. It has been the custom for the inspectors to keep their hands off this personal supply, which seldom amounted to more than a few tins and the opium raiding has not interfered with this little indulgence on the ships.

The order of the treasury department was entrusted to the searching force to carry out and they made a good job of it on the *Chiyu* and *Manchuria*. The opium smokers among the crews of both ships could be spotted by the smiles they didn't wear and the flow of apparently torpid conversation that was turned loose wherever two or three of them were gathered together. Enforced abstinence from opium has a serious effect sometimes on victims of the habit and the officials of the companies at this port are preparing for trouble.

On the liner *Manchuria*, where a much larger number of Chinese is employed, the effect of taking away the opium is even more apparent than on the *Chiyu*, and the chorus of protest louder. The secretary of the treasury, however, knows nothing of the joys of the pipe and the order is not likely to be revoked, and as long as it stands the searchers will see to it that it is strictly enforced.

THE NEW U.S. navy collier *Protonotus*, which left San Francisco July 2, arrived on 11th ult. at Honolulu. The *Protonotus* was sent to the island port to tow to San Francisco the cruiser *Chitau*, which lost its propeller while on the way home with the *Cleveland*, from the Asiatic station. The *Cleveland* towed the crippled cruiser as far as Honolulu.

ROBBERS.

The *London and China Express* of July 15 has the following:—

The market for Para keeps firm without much business passing. Fine Hard Para on the spot is quoted 10s 6d value, July-August delivery sold at 10s 1d to 10s 3d and value, and August-September at 10s 1d and sellers, September 10s 2d value, and October-December 9s 9d value. Soft Fine July-August 9s 3d and August-September 9s 4d values. The receipts at Para this month are 1,400 tons, against 750 tons last year. Plantation is quoted at about 9s 2d to 9s 10d per lb. for good average sheet.

Every one knows that the price of rubber has been, and still is, at an abnormally high figure. They could not expect it to continue at its present price, said Mr. Rutherford, at the Bukit Rajah meeting, nor was it desirable that it should do so. Few people are, however, aware that the value of rubber imported into this country for the six months ended June last exceeded that of the corresponding period of the previous year by £10,000,000. This must cause great financial strain on dealers and manufacturers.

Messrs. Gow, Wilson and Stanton's report states:—Rubber receipts are now showing a marked falling off, the receipts at Para for June amounting to only 1,200 tons, as against 1,550 tons last year. The landings and deliveries for the twelve months ending June 30 are also of an interesting nature, showing as they do the rising demand for the raw article. The deliveries for America amounting to 17,600 tons, against landings of only 16,900 tons. Those for England amounting to 16,500 tons, against a landing of 17,500; and the Continental landings, and deliveries being on a parity at 3,000 tons. The world's visible supply may be quoted as follows:—1910, 4,160 tons, against 3,132 tons in 1909.

Messrs. Geo. White & Co., in their weekly report, give the following statistics:—Receipts at Para for the month up to 7th instant were 1,100 tons. During the whole month of July last year total was 1,400 tons, and 1,310 tons in 1908. The following are the figures for last crop:—Receipts at Para, July 1, 1909, to end June, 1910, 39,310 tons; receipts at Para, July 1, 1908, to end June, 1909, 38,090 tons; receipts at Para July 1, 1907, to end June, 1908, 36,650 tons.

The exhibit at the Japan-British Exhibition of "A Great smoked sheet" of the Highlands and Lowlands Para Rubber Company, Limited, has been awarded a diploma of honour. Prof. Jevons, the economist, in some remarks in the "Rubber World" writes:—A study of the figures of cost of production and of output is in many ways instructive. It shows that cost of production falls with increase of output, but also that different companies have very different costs per lb. for much the same output, as a result, no doubt, of varying ability in management and differing advantages in the property itself. Whilst the costs in 1908 are all lower than in 1907, there are slight increases from 1908 to 1909, undoubtedly due to the rise in the price of rubber. Firstly, this raises the *ad valorem* export duty, which is included in these figures; secondly, the huge profits being made by most of the companies enabled them to treat their European employees liberally, large commissions and bonuses being paid; and, thirdly, there has probably been a slight increase in the cost of labour, not in all cases offset by improved training and organization. In most cases, however, there is a slight decrease of cost per lb. in spite of all these adverse factors. By the time the price of rubber has fallen to 1s. 9d. per lb. the cost of production in the best-managed estates will almost certainly have been reduced to 8d. or 9d. per lb.—some planters of experience say 9d. per lb., and I see no reason to doubt it, though I have not felt at liberty to assume so low a figure in my calculations. Like all agricultural industries, rubber-planting is subject to the law of diminishing returns; but the effect of this law in forcing cultivation of inferior soils, and thus raising the marginal cost of production, can hardly be felt for some 60 or 70 years at least. There are three reasons for this: Firstly, the long life of the rubber tree as compared with most agricultural plants; secondly, the extraordinary adaptability of the Para rubber tree enabling it to grow and produce well, so far as we can now tell, in a great variety of soils and situations, though no doubt some will ultimately be proved much better than others; and, thirdly, the enormous area of land in the tropics at present uncultivated. I conclude that during the period which most interests us the effects of better methods and of large scale production will be predominant, and that the cost of production will fall relatively to prices in general for some forty or fifty years, and possibly longer.

THE SHARE MARKET.
The market has again shown its ability to resist the adverse conditions existing in other departments of the stock exchange. This is ample evidence that there is capital awaiting favourable opportunities of picking up lines of shares that may come on the market. Buying by investors is still going on, but the floating supply at current quotations is extremely meagre. At the close the market shows distinct signs of improvement. The fortnightly settlement was fairly easily arranged, the account showing reduced commitments, whilst simultaneously the "Lane" Rubber sales were proceeding satisfactorily.

THE FORTNIGHTLY AUCTIONS.
At the auctions held on 12th and 13th instant there was a good demand, and the bidding was very general. Prices for good qualities of Biscol, Sheet and Crepe, opened very steady. The feature of the sale was the large demand for inferior and bumpy Crepes which started about 4d. better than last auction, and improved another 2d. as the sale progressed. High prices were also paid for Smoked Sheet. At the close the Crepes were a little easier, being about 1d. to 2d. down. Other qualities closed quite steady.

The supplies catalogued (about 237 tons) were larger than had been anticipated, exceeding the quantity brought forward at the last sale by about 60 tons. The highest prices paid were 9s. 10d. for Highlands smoked sheet and 8s. 6d. for some Sekong smoked sheet, the highest price for Crepe being 9d. 10c. for a parcel from St. George Island.

COMMERCIAL.

August 9th, 3 p.m.
The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	5/3
Anglo-Javas	Tls. 15
Anglo-Malays	23/9
Balgonies	11
Batu Tigas	—
Batu	—
Bukit Kajang (ppd.)	63/-
Bukit Rajahs	—
Carey Uniteds	25/- prem.
Castelfield	15/-
Changkat Serdang	314
Cheras (part paid)	313
Do. (fully paid)	326
Damansaras	160/-
Eastern Internationals	17/6 prem.
Fed. Selangors	—
Glenside	5s. 50
Glenside	—
Goldlands	115/-
Golden Hopes	—
Highlands and Lowlands	112/-
Indragiri	325
loch Keunths	—
Jedies	—
Jonglandors	—
Kamunings	5/6 prem.
Kuala Lumpurs	175/-
Landons (fully paid)	—
Landons (ppd.)	—
Labus	—
Ledburys	80/-
Liuggs	53/3
London Asiatics	117/9
London Ventures	—
Morimans	7/6
Pajams	516
Pegohs	536
Rubber Trusts	30/3 prem.
Saggs	280/-
Sandycrafts	535
Sapongs	—
Seafields	—
Sekongs	30/- prem.
Sheldons	70/-
Singapore & Johores	516
Sumatra Paras	15/-
Sungel Chohs	100/-
Sungel Kapars	15/3
Tandjongs	—
Tanghars	17/6 prem.
Toernings	7/- prem.
Ulu Ratus	—
United Serdangs	115/-
United Singapores	117/5
United Sumatras	117/5
United Langkats	10/-
Para Rubber	7/9 per lb.

JULY RUBBER RETURNS.
Kamuning (Perak) Estate returns for July are as follows:—Output (1 dry rubber 7,935 lbs., net revenue from tin mining \$34.8. The figures for the corresponding months of last year were:—Dry rubber 4,540 lbs., net revenue from tin mining \$3.65.

Changkat Salak Estate, output of dry rubber for June was 1,100 lbs. The output for June was 950 lbs. and the estate harvested since tapping commenced in March this year is 3,400 lbs. Labu Estate, output of dry rubber last month was 1,616 lbs., making the total for the first seven months of this year 105,984 lbs. The figures for the corresponding period last year were:—July 8,368 lbs., first seven months 33,638 lbs.

AN ECHO OF THE WAR.

In the House of Commons on July 14, Mr. Bowles asked the Foreign Secretary whether he had now received information respecting the acts contrary to the law of nations committed by the Russian naval forces during the war with Japan in 1904-5, in sinking the *Knight Commander* and the *Hips* and in burning the *Oikhamia*, and thus destroying the most material evidence for the Prize Court; and whether His Majesty's Government still proposed to submit to these acts without insisting upon due reparation.

Sir E. Grey: I am waiting to receive the full text of the judgment on the last of these cases outstanding. I expect to receive this soon, and shall then consider what further communication should be made to the Russian Government respecting them. I must, however, point out that as long as the difference of opinion which was disclosed at the Hague Conference of 1907 exists amongst nations respecting the sinking of neutral prizes by belligerents, and as long as the final decision in such cases rests with the prize courts of the belligerent Power, there will be constant risk of such cases recurring with repetition of the same difficulty in settling them.

Events Coming.

Thursday, 11th August.
Auction sale of valuable Leasehold Property, at Mr. G. P. Lammer's, 3 p.m.

Friday, 12th August.
Auction sale of valuable Leasehold Property, at Mr. G. P. Lammer's 3 p.m.

Saturday, 13th August.
Gymkhana, Race Course, 3.30 p.m.

Monday, 15th August.
Crown Land Sale, at P. W. D. 3 p.m.
Statutory meeting, Toernagle Rubber Co., 5 p.m.

Tuesday, 16th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Wednesday, 17th August.
Hughes & Hough, Auction Sale of Sundry Goods, at Naval Yard, 10 a.m.

Thursday, 18th August.
Legislative Council meeting, 2.30 p.m.

Saturday, 20th August.
Hongkong Bank meeting, City Hall, at noon.
Monday, 22nd August.
Hongkong & Whampoa Dock Co. meeting, at noon.

To-day's Advertisements.

HONGKONG - SHANGHAI INTERPORT SWIMMING GALA AT SHANGHAI.

SEPTEMBER 1, 2 & 3, 1910.

THE HONGKONG SELECTION COMMITTEE invites all candidates to practise in the V.R.C. Bath between 5 P.M. and 7 P.M. daily.

FRANK LAMBERT,
Hon. Secretary,
Victoria Recreation Club.
Hongkong, 9th August, 1910. [53]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"OARMARTHENSHIRE,"
Captain Daniel, will be despatched as above or about 20th August.

This steamer has excellent accommodation for first class passengers at cheap rates, is fitted with Electric Fans in State Rooms, and carries a Doctor and Stewards.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
Agents.
Hongkong, 9th August 1910. [535]

THE "SARIE BAUER."

SOLD TO CHINESE.

The str. *Sarie Bauer* arrived at Shanghai from Hongkong on August 1, and as the result of negotiations through Messrs. H. J. Roope and Co., general brokers, etc., has changed ownership. The vessel which was owned by the Dutch firm of Hendel and Scheppe, Messrs. Baer, has been purchased by the Shanghai S.S. Co. for trade between Shanghai and Newchwang. The *Sarie Bauer* is a steel screw steamer, gross tonnage 1,237 and net 767 tons. She was built in 1893, at Kinghorn, by Messrs. J. Scott and Co. Her length is 210 ft. 6 in., beam 32 ft. 6 in., and draught 13 ft. 6 in. The price of the sale has not been disclosed.

DEATH OF MR. E. B. SKOTTOWE.

LATE MANAGER OF CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

We (N.C.D. News) regret to have to announce the death in England of Mr. E. B. Skottowe, formerly Manager of the Shanghai Branch of the Chartered Bank of India, Australia and China. Mr. Skottowe had been in a bad state of health ever since he left Shanghai in February, 1908, and little hope had been entertained of his complete recovery; but the news of his death, which was received by telegram, from London will come, nevertheless, as a shock to many. Mr. Skottowe was born in the Isle of Man, and served his first apprenticeship to banking with the Douglas branch of the City of Glasgow Bank. He came to the East in 1883 as a member of the Chartered Bank at Shanghai and in 1891 became Manager. His name will always be remembered in Shanghai as that of a gentleman who was ever ready to encourage.

The *Advertiser* has been a much-needed impetus to Association Football by presenting the Skottowe Cup, which is now connected with the League competition. In 1907 in conjunction with Mr. John Prentice he gave another Challenge Cup to be competed for by international teams. Mr. Skottowe's position gave him a recognized influence in the affairs of the Settlement and he was at one time a member of the Municipal Council and Chairman of the China Association.

KING EDWARD VII.

THE QUESTION OF A MEMORIAL

London, Aug. 5.

Of the suggestions for a London Memorial of King Edward VII., the two most striking are the purchase of the Crystal Palace and the rebuilding of Buckingham Palace.

The former promises to be the more popular, —N. C. D. News.

Intimations.

KIDNEYS. AUSTRALIAN SHEEP'S KIDNEYS

at 60 cents per doz.

THE

DAIRY FARM CO.,
LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS."

These Calibrated waters are used in the manufacture of our beer.

Purity guaranteed.
Note Price List—

"ASAHI" & "SAPPORO"
Beer,
per case 4 doz. qts.
\$12.00

per case 8 doz. pils.
\$13.50
(To be obtained at all Retailers.)

THE BRITISH FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. [485]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Lends on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application.)

THE OFFICE OF FRUSTERS, ACCOUNTANTS, & ESTATE AGENTS, Underwriters and Auctioneers.

SHEWAN, TOMES & CO., General Managers. [49]

SAVE YOUR HEALTH

...the cheapest and most agreeable Table Mineral...

"COJZAN GATIER"

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 15 DAYS YOKOHAMA TO VANCOUVER. 11 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., etc. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers

From Hongkong.	From Quebec.
"MONTEAGLE" TUESDAY, AUGUST 16TH	"EMPRESS OF BRITAIN" FRIDAY, SEPT. 23RD
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH	"ALLAN LINE" FRIDAY, OCT. 14TH
"EMPRESS OF INDIA" SATURDAY, SEPT. 17TH	"EMPRESS OF IRELAND" FRIDAY, NOV. 12TH
"EMPRESS OF JAPAN" SATURDAY, OCT. 8TH	
"MONTEAGLE" TUESDAY, NOV. 2TH	
"EMPRESS OF CHINA" SATURDAY, NOV. 5TH	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 30 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Steerage) while crossing the Atlantic Continent by Canadian Pacific direct line.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Militaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application from agents.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port or New York

For further information, Maps, Guidebooks, Rates of Passage and Freight, apply to—

W. GRANDDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	CHOYSANG	THURSDAY, 11th Aug, Noon.
MANILA	YUENSANG	FRIDAY, 12th Aug, 4 P.M.
SHANGHAI via NINGPO	ESANG	SATURDAY, 13th Aug, Noon.
TIENSIN & CHEFOO	CHEOYUEN	TUE. DAY, 14th Aug, Noon.
SHANGHAI, KOBE & MOJI	FOOYANG	FRIDAY, 19th Aug, Noon.
MANILA	LOONGSANG	FRIDAY, 19th Aug, 4 P.M.
SINGAPORE, PENANG & CALCUTTA KUTSANG		FRIDAY, 10th Aug, Noon.

RETURN TOURS TO JAPAN (Occurring 14 Days).

The steamers *Kutsang*, *Namang* and *Pooyang* leave about every 3 weeks for China and returning via Kobe (Inland Sea) and Moji, and proceed throughout with Electric Light.

A special fare superior accommodation for First-class Passengers, and also fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers, Telephone No. 215, Hongkong, 8th August, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
TSINGTAU, WEIHAWEI, CHEFOO and NEWCHANG	"NANSHANG"	11th Aug, 4 P.M.
SHANGHAI	"CHINCHUA"	11th " 4 P.M.
SAIGON	"SEABIR"	11th " 6 P.M.
CEBU	"GILILI"	12th " 4 P.M.
CHEFOO & TIENSIN	"HUIHOW"	18th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	31st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly, S.S. "LINTAN" and S.S. "SANDI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenow*, *Linton*, *Chienow*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo to all ports of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Telephone No. 16, Hongkong, 9th August, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ROBI	2540	R. Rogers	MANILA	SATURDAY, 13th Aug, at Noon
LAURO	2540	A. Fraser	"	SATURDAY, 20th Aug, at Noon

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers, Telephone No. 12, Hongkong, 9th August, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU" Capt. I. Goto	6,182	WED. DAY, 10th Aug, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED. DAY, 7th Sept, at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated in MIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted means for carrying Silk, Furniture and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FUOCHOW	"CHOSHUN MARU" Capt. T. Suga	THURSDAY, 11th Aug, at Noon.
TASMUI v. SWATOW & AMOY	"DAIJI MARU" Capt. H. Murayama	SUNDAY, 14th Aug, at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. H. Murayama	WEDNESDAY, 17th Aug, at 10 A.M.

SPECIAL REDUCTION of 2% will be allowed to 1st and 2nd Class Passengers to F. O. CHOW during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishiki Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair special Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers, "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th August, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910.
MARSHALLS, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	ATSUBA MARU, Capt. Wm. Thomson, Tons 9200 HITACHI MARU, Capt. N. Matheson, Tons 7000 MIYASAKI MARU, Capt. F. Mural, Tons 9200	WEDNESDAY, 17th Aug, at Daylight. WED. DAY, 31st Aug, at Daylight. WEDNESDAY, 14th Sept, at Daylight.
VICTORIA, B.C. & SEATTLE	SAVOIR MARU, Capt. Horiuchi, Tons 7000	SATURDAY, 10th Sept From KOBE
VICTORIA, B.C. & SEATTLE via KEELUNG, HANGCHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU & YOKOHAMA	JAMBA MARU, Capt. K. Sato, Tons 7000 SAWA MARU, Capt. S. Ishikawa, Tons 7000	TUESDAY, 16th Aug, at 4 P.M. TUESDAY, 13th Sept, at 4 P.M.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	KUMANO MARU, Capt. M. Winkler, Tons 6300 YAWATA MARU, Capt. T. Sakino, Tons 5300	FRIDAY, 2nd Sept, at Noon. SEPT., Noon.
BOMBAY, via SINGAPORE AND COLOMBO	BINGO MARU, Capt. S. G. Parsons, Tons 7000	TUESDAY, 23rd Aug.
SHANGHAI, MOJI & KOBE	TOJA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 17th Aug.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sakino, Tons 5300	WEDNESDAY, 31st Aug, at Noon.
KOBE AND YOKOHAMA	KIPANO MARU, Capt. F. E. Cope, Tons 9000	THURSDAY, 18th Aug, at Noon.

CHEAPEST SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

COMMENCING AKI MARU 30TH MAY, ENDING 30TH SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN. KOBE RETURN. MOJI RETURN. NAGASAKI RETURN.

1st Class.....	\$120	\$110	\$100	\$90
2nd ".....	\$ 80	\$ 70	\$ 60	\$ 50

With option of rail between calling ports to Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers = Calling at Saigon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passages, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

TRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERI CAN AND SOUTH AFRICAN PORTS.)

"DEVANHA" Captain Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 20th August, 1910, at 11 AM. (Relay Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marjona*, to 500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.)

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Oceanic*, due in London on 2nd October 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent.

Hongkong, 8th August, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship "CARDIGAN HIRE" Captain W. O. Tyers, will be despatched as above on or about 10th inst.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 4th August, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship "EMPIRE" Captain Helms, will be despatched as above on SATURDAY, the 20th August, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To insure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 30th July, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER, B.C., SEATTLE AND ALASKA via SHANGHAI, MOJI, KOFU AND YOKOHAMA.

Steamer	Tons	Captain	On/about
Redhill	3,889	H. E. Dowell	23rd Aug.
Baveria	5,332	F. S. Cowley	17th Sept.
Kyushu	6,231	G. B. McGill	20th Oct.
Amurella	4,363	J. Boyd	10th Nov.

Calling at Amoy and Keelung if sufficient indentment of cargo.

These steamers are specially fitted for the carriage of Atlantic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 9th August, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Major Ports.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY: S.S. "BRAXMAR" (To sail hence on or about 26th inst.)

FOR BOSTON NEW YORK: S.S. "LENNOX" (On or about 3rd Sept.)

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 9th August, 1910.

Shipping—Steamer.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "GREGORY APCAR" Captain S. H. Balson, will be despatched for the above ports TO-MORROW, the 10th inst, at Noon.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 9th August, 1910.

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEONHORN and GENOA, also VENICE and TRIEST, all MEDITERRANEAN, ADRIATIC, L'EVRENE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship "ISCHIA" Captain Balson, will be despatched as above on FRIDAY, the 12th inst., at 3 P.M.

For further Particulars regarding Freight and Passage, apply to OARLOWITZ & CO., Agents.

Hongkong, 1st August, 1910.

Consignees.

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES. FROM EUROPE.

THE Company's Steamship "CARDIGAN HIRE" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 11th instant, at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on 19th instant. No claims will be admitted after Goods have left the Godown nor will they be recognized if not presented within 10 days of vessel's arrival here.

JARDINE, MATHESON & CO., Ltd., Agents.

Hongkong, 8th August, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "DEVANHA" FROM BOMBAY, CO. OMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:— From London, &c., ex S.S. *Morica*. From Australia, &c., ex S.S. *Macedonia*. From Calcutta, ex S.S. *Namur*. From Persian Gulf, ex B.I. S. N. and B. & P.S. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 9th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godown.

E. A. HEWITT, Superintendent.

Hongkong, 3rd August, 1910.

FROM EUROPE.

THE H. A. L. Steamship "SPEZIA" Captain Fasso, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within 10 days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

THIS STEAMER BRINGS ON CARGO:— Ex S.S. *Sonach* from Batavia, HAMBURG-AMERIKA LINE, Hongkong Office.

Hongkong, 6th August, 1910.

Consignee.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

S.S. "BENLAWERS,"
FROM ANTWERP, LONDON AND
STRAITS.

CONSIGNERS of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th inst., will be sub-
ject to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 12th
inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th August, 1910. [535]

Intimation.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

GABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

at
No. 39, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronized by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex to
our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & Co.
15th May, 1891.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED

Hongkong, 5th August, 1910.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 1/5 1/6

Do. demand 1/5 1/6

Do. 4 months' sight 1/5 1/6

France—Bank T.T. 23 1/2

America—Bank T.T. 43 1/2

Gomany—Bank T.T. 38 1/2

India T.T. 13 1/2

Do. demand 13 1/2

Shanghai—Bank T.T. 74 1/2

Singapore—Bank T.T. per H.K. \$100 76 1/2

Japan—Bank T.T. 87 1/2

Java—Bank T.T. 100 1/2

Buying.

4 months' sight L/C 1/5 1/6

6 months' sight L/C 1/5 1/6

30 days' sight San Francisco 44 1/2

4 months' sight do. 45 1/2

30 days' sight Sydney & Melbourne 1/5 1/6

4 months' sight France 23 1/2

6 months' sight do. 23 1/2

4 months' sight Germany 13 1/2

Bank Silver 24 1/2

Bank of England rate 25 1/2

3 months' sight 25 1/2

SHIPPING AND MAILS

MAILS DUE.

German (Gosben) 9th inst., 10 p.m.

French (Vila de la Clota) 14th inst., p.m.

Indian (Fookang) 15th inst.

American (Chito Maw) 19th inst.

Indian (Kumang) 21st inst.

American (Asia) 23rd inst.

The P. M. S. S. Co.'s s.s. Mongolia from
Hongkong arrived at San Francisco on 5th inst.

The Mogul Line s.s. Peking sailed from the
United Kingdom on the 2nd inst. for Hong-
kong via Straits.

The O. P. R. Co.'s s.s. Empress of India
which left here on the 16th July arrived at
Vancouver on the 6th inst.

The I. C. S. N. Co.'s s.s. Kumang left Cal-
cutta for the Straits and Hongkong on 5th inst.
and is due here about the 21st inst.

The M. M. Co.'s s.s. Vila de la Clota with
the French Mail of the 15th ult., left Singa-
pore on Sunday, the 7th inst., at 5 p.m., and
may be expected here on about Sunday, the
14th inst.

THE WEATHER.

On the 8th at 11:35 a.m.—The barometer is
falling in S. Japan, and a slight fall has taken
place also over the China coast and at the
stations around the China Sea.

The depression, which continues to move
slowly Eastwards, is now situated in the
neighbourhood of the Northern Looes.

The area of high pressure still extends over
N.E. Japan from the Pacific.

Pressure is relatively high over the S. part of
the China Sea, and low over S. China.

Moderate variable winds may be expected in
the Formosa Channel, and fresh S.W. winds
along the S. coast of China.

Hongkong Rainfall for the 24 hours ending
at 5 a.m. to-day, 0.0 inches.

1.—Hongkong and Neighbourhood, S. W.
winds, moderate to fresh; fair to showery.

2.—Formosa Channel, Variable winds,
moderate.

3.—South coast of China between Hongkong
and Looes, Same as No. 1.

4.—South coast of China between Hongkong
and Hainan, Same as No. 1.

ROBBER ESTATE RETURNS.

May June Total.

Allagar 3,100 3,500 4,900

Alor Pongau 1,870 2,000 5,000

Alma 500 700 1,900

Anglo Malay 47,953 48,782 298,975

Ayer Kuning 833

Ayer Molek 1,883 5,077

Ayer Panas 500 900

Balgownie 9,778 9,775 51,957

Banteng 1,710 1,948 9,074

Batu Caves 12,350 13,034 56,077

Batu Tiga 6,632 7,689 37,491

Bertam 9,750 51,858

Beverlac 8,943 40,202

Bikam 785 1,366 8,981

Bukit Kajang 3,824 4,393 17,054

Bukit Rajah 30,700 28,812 205,895

Bukit Lintang 3,320 3,800 17,470

Bukit Timab 213 779 942

Bukit K. B. 300 300

Carey United 12,000 15,800 51,050

Castelfield 3,030 3,700 17,743

Changkat Sengang 3,003 3,329 45,022

Changkat Salak 901 950 2,391

Cicely 12,040 49,671

Consolidated Malay 20,943 10,984

Caledonia 17,687 21,000 69,447

Cumbr 630 630

Chamara 1,500 2,122 5,622

Damansara 27,863 27,911 33,772

Edinburgh 6,400 6,400 37,750

Federated (Selongor) 10,627 49,238

F. M. S. Rubber 31,870 28,570 324,447

Geong 13,500 14,500 52,100

Gleesly 1,621 1,853 9,703

Glenshiel 3,120 3,857 25,102

Golden Hope 5,877 2,956 27,916

Golconda 12,796 58,334

Harpenden 6,800 24,910

Heawood 907 902 1,809

High & Lowlands 38,643 37,471 249,557

Inch Kenneth 14,428 13,313 77,668

Jugra 9,671 10,074 35,296

Jebong 18,500 19,300 102,140

Kapar Para 14,102 51,086

Kamuning 7,171 7,051 101,857

Kempsey 9,195

Kepong 2,750 10,634

Kota Tinggi 580 1,840

Kuala Klang 2,012 8,077

Korau 2,076 2,076

Krisa Rob. Est. 2,870 3,124 14,547

Kuala Lumpur 38,500 45,400 256,610

Labu 27,181 19,134 89,358

Landed 37,178 37,793 181,711

Ledbury 9,609 9,544 52,007

Linggi 62,500 63,000 326,000

London Asiatic 12,650 15,300 61,068

Malacca Plant 21,000 21,500 137,500

Merton 1,761 1,912 5,461

North Hummock 5,189 23,783

North Scott 8,480 10,900 34,630

Pajam 2,400 3,000 17,050

Patalong 27,017 27,448 151,749

Pegoh 3,161 3,570 18,116

Penak Plant 10,350 47,540

Port Dickson 630 571 3,459

Radella 1,017 1,017

Rembia 671 621 4,772

Riba Rubber 5,523 4,094 29,631

Rubana 10,000 12,500 55,720

Ratunai 1,490 1,575 5,704

River Growers Assn. 2,494 3,081 15,882

Sengat 6,005 5,325 33,235

Selaba 5,786 5,586 26,320

Sungai Choh 3,930 4,600 21,380

Sungai Kapar 16,500 83,800

Sandycroft 5,391 6,782 39,743

Seaford 14,374 16,083 74,506

Selangor 32,720 168,152

Seremban 31,516 34,081 176,679

Sengawang 6,000 5,772 25,676

Shelford 6,700 7,901 39,101

S'pore & Johore 10,056 11,875 52,666

Singapore Para 4,950 4,900 28,650

Straits Rubber 21,980 24,700 146,810

Sungai Salak 2,103 2,022 11,331

Sungai Way 5,734 6,028 28,858

Tongk Anson 620 535 1,555

Tal Ayer 12,200 13,100 56,800

Trafalgar 260 321 851

Troop 2,160

United Singapore 1,420 1,610 6,490

United Sumatra 4,510 4,510

Vallambrosa 50,000 33,500 212,337

[All totals are calculated for the calendar
year instead of the financial year, which differs
with many companies. Managers of Estates,
returns for which to above list are incomplete,
will help to make the list more useful if they will
supply it to the gaps.—Singapore Free Press.]

Shipping.

Arrivals.

Rubi, Br. s.s., 1,610, G. Rodger, 8th Aug.—
Manila 6th Aug. Gen.—S. T. & Co.

Hanchong, Br. s.s., 999, R. Robertson, 8th
Aug.—Teluk Anson Aug. Salt.—B. & S.

Speria, Gen. s.s., 3,781, W. Fass, 8th Aug.—
Hanchong and Singapore 3rd Aug. Gen.—
B. & S.

Foochow, Br. s.s., 1,228, Vincent, 8th Aug.—
Hanchong 3rd Aug. Gen.—B. & S.

Bombay Mail, Jap. s.s., 3,598, Jernan, 8th
Aug.—Kobe 3rd July and Moji and Aug.—
Gen.—N. Y. K.

Yatsing, Br. s.s., 1,414, S. J. Payne, 8th Aug.—
Bangkok 28th July and Kowloon 3rd
Aug. Rice and Gen.—J. M. & Co.

Perla, Br. s.s., 2,744, A. Lockart, 9th Aug.—
Guaymas and Mexico 14th July via Moji
3rd Aug. Gen.—Eng. Hok Fong & Co.

Klein, Gen. s.s., 5,122, O. Pabko, 9th Aug.—
Yokohama 30th July Mails and Gen.—M.
& Co.

Yushin, Chi. s.s., 1,070, Westerlund, 9th Aug.—
Canton 8th Aug. Gen.—O. M. S. N. Co.

Halmun, Br. s.s., 641, A. H. Stewart, 9th Aug.—
Swatow 8th Aug. Gen.—D. L. & Co.

Cardinal, Br. s.s., 1,691, W. O. Tyne, 9th
Aug.—from Hankow Gen.—J. M. & Co.

Clearances at the Harbour Office.

Florida, for Moji.

Kaito, for Straits.

Taming, for Manila.

Halmun, for Swatow.

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Halmun, for Swatow.

Phonograph, for Bangkok.

Stamby Maw, for Singapore.

Meifoo, for Shanghai.

Speria, for Shanghai.

Michael Jernan, for Hoihow.

Meifoo, for Hoihow.

Kinkang, for Amoy.

Aug. 9.

Ballin, for Coast Ports.

Waiting, for Canton.

Choyang, for Canton.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$150,000 \$150,000	\$2,028,918	{ 1.5/- for half year ending 31.12.09 @ ex 1/4 = \$5.31	5 %	\$150 buyers \$191 1/2
National Bank of China, Limited	99,925	7	£6	{ £4,000 \$10,000	\$30,551	\$2 (London 2/6) for 1909	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 \$150,000 \$150,000 Tls. 181,000 Tls. 225,000 Tls. 225,000 Tls. 225,000	none	\$10 for 1908	6 %	\$172 1/2 sellers
North China Insurance Company, Limited	10,000	15	£5	{ \$1,000,000 Tls. 120,000 Tls. 120,000 Tls. 120,000	Tls. 207,571	Final of 7/6 making 15/- for 1908	5 %	Tls. 115 buyers
Union Insurance Society of Canton	12,400	\$150	\$100	{ \$1,000,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 \$100,000 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Intimations

COMPANIA GENERAL DE TABACOS

DIE FILIPINAS

ESTABLISHED IN 1882. CAPITAL £3,000,000



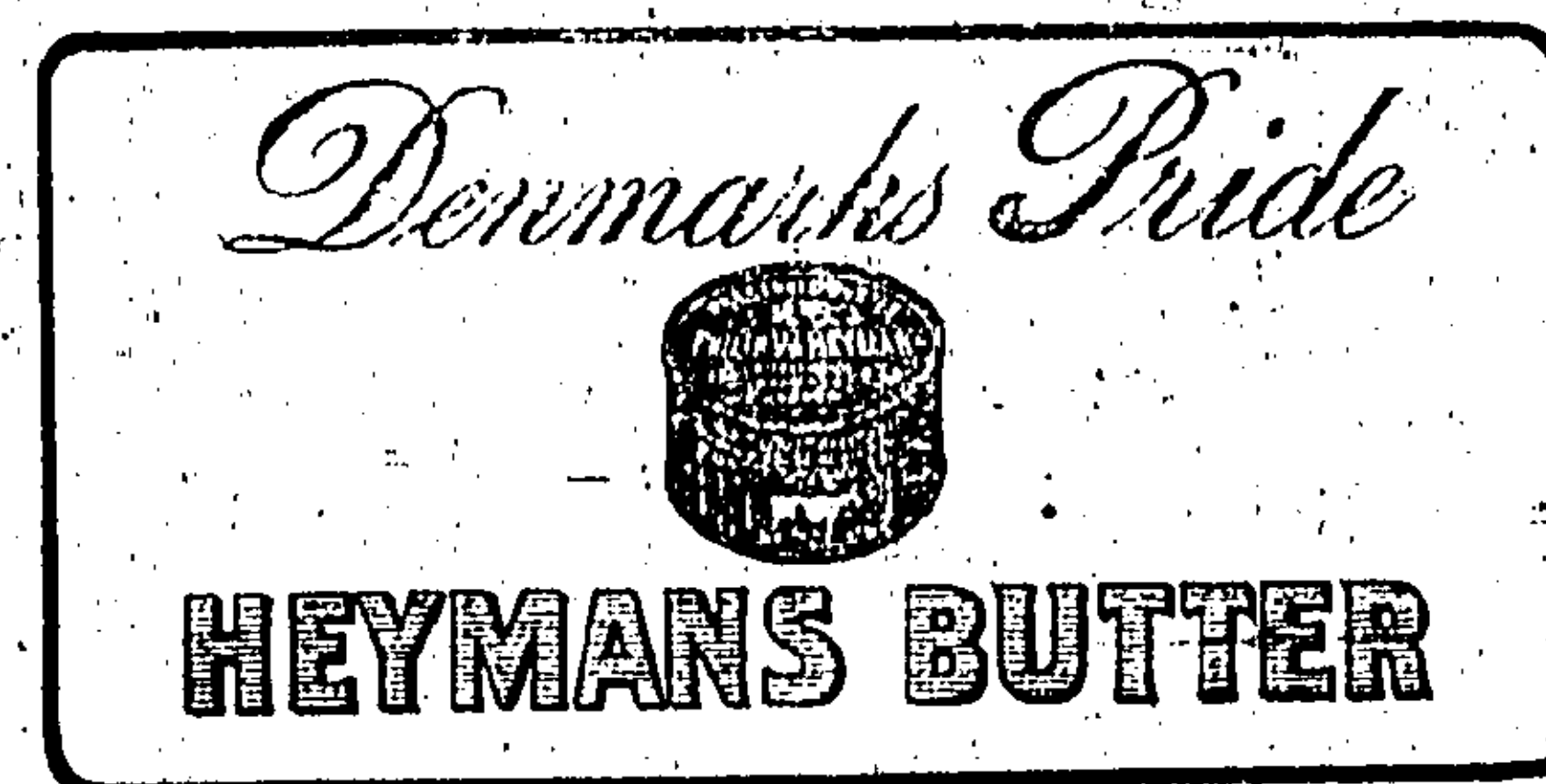
"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Fines, Conchas Fines, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,
AGENTS.

SIEMSEN & CO., Sole Agents.

49

Hotels

RE-OPENED! RE-OPENED!!

BELLE VIEW HOTEL.

Telephone No. 907.

TO-DAY! TO-DAY!! TO-DAY!!!

7th July, 1910.

UNDER entirely New Management. This popular Seaside Resort has been completely re-organised and re-staffed and special arrangements made for the comfort of guests.

MEALS, AFTERNOON TEAS.

ICES! ICES!! ICES!!!

Served at all hours either in the Dining Room or on the spacious and Shady Lawn or Verandah.

Only best Brands of Liquors stocked.

Residence Rates on application.

All cordially welcome.

W. GALLAGHER, Manager.

Hongkong 7th July, 1910.

VIENNA CAFE COMPANY (1910)
LIMITED (RE-CONSTRUCTED).

QUEEN'S ROAD CENTRAL, OPPOSITE POST OFFICE.

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE).

Afternoon Teas, Ices, Light Refreshments.

Specially selected Brand of Wines, Spirits, Beers, etc.

An extensive modern Bakery.

A French Chef.

Hongkong 22nd July, 1910.

[499]

Intimations

A TOO STABLE.

LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong, 22nd July, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

TOILET REQUISITES

FOR SALE

12, D'ARLINGTON STREET,

HONGKONG.

Hongkong, 22nd July, 1910.